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THE WEEKLY OF
BUSINESS AVIATION™

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MOMENTUM of Gen. Jerry Curry's nomination as FAA Administrator may be slowing. Despite former Transportation Secretary Samuel Skinner's best efforts to push the Curry nomination through the Senate prior to the holiday recess, a vote on Curry was blocked by Sens. Howard Metzenbaum (D-Ohio) and Paul Wellstone (D-Minn.) *(BA, Dec. 9/228)*. Although it initially appeared Metzenbaum and Wellstone would withdraw their objections and permit a Senate vote when Congress returns next month, several consumer advocates are voicing strong objections to the Curry nomination based on his performance as the National Highway Traffic Safety Administrator. The consumer groups are pressuring the Senate Commerce Committee to reopen Curry's hearing.

NATIONAL TRANSPORTATION SAFETY BOARD'S investigation of the fatal crash of a Beechjet 400 near Rome, Ga. this month marks the first business jet accident since a requirement for installation of cockpit voice recorders on certain turbine-powered aircraft went into effect *(BA, Dec. 16/238)*. NTSB investigators, while refusing comment on the contents of the Beechjet's CVR tape, say the recording has been a major help in focusing their investigation. If a CVR had not been installed, NTSB would have faced a formidable challenge determining the probable cause of the accident because the aircraft's structure largely disintegrated when the plane hit a mountain.

DECISION by General Dynamics on how to divest itself of Cessna Aircraft is expected early next year, Cessna Chairman Russ Meyer said last week *(BA, Dec. 2/222)*. After reviewing information submitted by more than a dozen potential bidders, GD and its investment bankers cut the list to five or six. Those on the short list toured Cessna's facilities in Wichita during the past few weeks in preparation for making final offers.

AIRCRAFT CHARTER BUSINESS remains soft, but Executive Jet Aviation said it has seen increased activity in recent months with its "Net Jets" fractional ownership program. Executive Jet International began offering fractional shares in Cessna Citation S/II and III business jets several years ago and Executive Jet International President Jim Christiansen told *BA* there are now 80 owners of 12 aircraft in the Net Jets fleet, in addition to 12 aircraft reserved for EJA's regular charter activity. One-eighth interest in an aircraft guarantees the owner 100 occupied hours of flight time per year. With money tight and many potential aircraft buyers unwilling to commit to purchasing an aircraft in the current recession, Christiansen says the fractional ownership program "is a perfect product for these times."

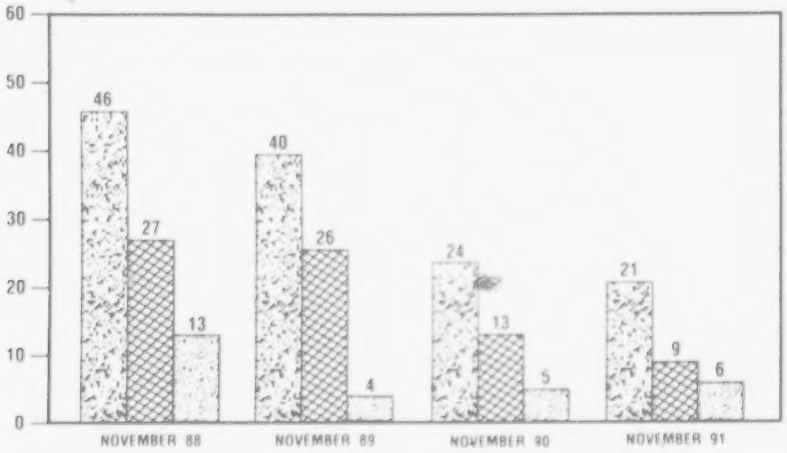
EMBRAER, which found itself nearly $600 million in debt earlier this year, still owes about $200 million to suppliers and other creditors *(BA, June 24/262)*. The company last month received the third cash infusion from the Brazilian government under a three-installment plan that totaled $407 million. The manufacturer is negotiating with its suppliers to delay payment on the principal of the remaining debt for at least a year. Embraer, however, would continue to make interest payments.

TEXTRON LYCOMING said earlier this month it would lay off 500 to 800 employees next year, but those numbers could change as a result of a $450 million agreement between British Aerospace and regional carrier Business Express for 20 70-passenger RJ70s *(see related article on Page 247)*. Textron Lycoming President John Myers said that the order for the 20 RJ70s, each of which carries four Lycoming LF507 turbofans, may reduce the number of layoffs.

NOW ONLINE WORLDWIDE

The Weekly of BUSINESS AVIATION • 1156 15th Street, N.W. • Washington, D.C. 20005 • 202-822-4600 • FAX 202-293-2682 • **Dave Collogan**/Editor, **Kerry Lynch**/Assistant Editor, **Martin Sibley**/Senior Copy Editor, **Tom Woodall**/Publisher • Published weekly by the Aviation Week Group of McGraw-Hill, Inc., 1221 Avenue of the Americas, New York, N.Y. 10020. (ISSN No. 0509-9528/90) • **Officers of McGraw-Hill, Inc.:** Joseph L. Dionne, Chairman, President and Chief Executive Officer; Robert N. Landes, Executive Vice President, General Counsel, and Secretary; Harold W. McGraw, III, Executive Vice President; Frank D. Penglase, Senior Vice President, Treasury Operations; and Kenneth E. Gazzola, Executive Vice President, Aviation Week Group. • Subscription rates: Within the U.S., one year $450, 6 months $290. Quantity rates on request. Mailed first class. COPYRIGHT © 1991 by McGraw-Hill, Inc. All rights reserved. None of the content of this publication may be reproduced, stored in a retrieval system, or transmitted in any form or by any means (electronic, mechanical, photocopying, recording or otherwise) without the prior written permission of the publisher.

USED RETAIL JET DELIVERIES — NORTH AMERICA



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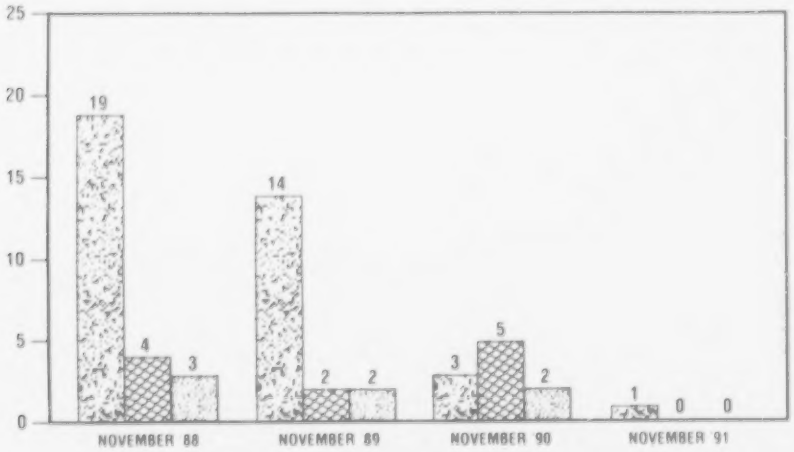

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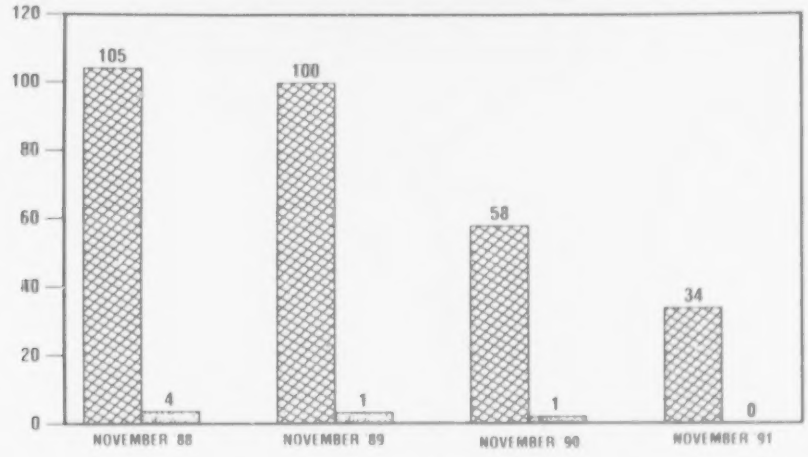

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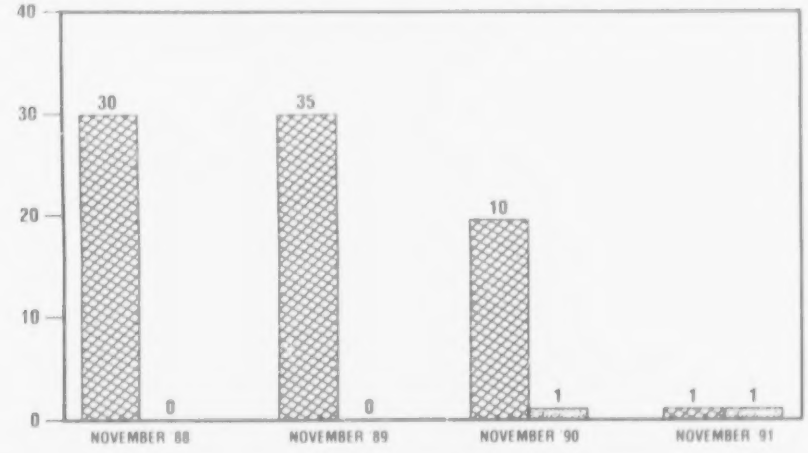

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